AMENDMENTS TO THE SPECIFICATION:

Please amend the indicated paragraphs of the substitute specification in accordance with the amendments indicated below.

Pages 28 and 29, paragraph bridging same:

As for the "TURBO", the correspondence between the moving speed Mv of the motor 28 and the operation amount [[*f*]] $\underline{\phi}$ of the throttle lever 55 when the model car 20 drives straight ahead, in other words, when there is no difference between the moving speed Mv of the left motor 28 and the right motor 28 is changed depending on the set value of the "TURBO". For example, as illustrated in FIG. 11A, when the set value of the "TURBO" is small, the ratio of a change in the moving speed of the motor 28 to the operation amount [[*f*]] $\underline{\phi}$ of the throttle lever 55 from the neutral position is set small, and the maximum value Mvmax of the moving speed of the motor 28 is set small when the throttle lever 55 is operated at the maximum value [[*f*]] $\underline{\phi}$ max.

Page 29, first full paragraph:

On the contrary, when the set value of the "TURBO" is large, the ratio of a change in the moving speed Mv of the motor 28 to the operation amount [[*f*]] $\underline{\phi}$

of the throttle lever 55 from the neutral position is set large, and the maximum value Mvmax of the moving speed of the motor 28 is set large when the throttle lever 55 is operated at the maximum value [[f]] $\underline{\phi}$ max. Thus, when the set value of the "TURBO" is large, the acceleration and the maximum speed become large, thereby having an effect as if supercharging an engine with a supercharger in a real car. If the acceleration becomes large, a delicate speed adjustment becomes difficult, and therefore, it is not always possible to obtain a favorable effect.

Page 30, first full paragraph:

Further, as for the "SUS F" and the "SUS R", the correspondence between the operation amount [[fÆ]]$\underline{\theta}$ of the steering device 54 from the neutral position and the speed ratio Rv of the moving speed of the motors 28 and 28 is changed according to the difference [[f¢]] $\underline{\Delta}$ SUS of these set values. Here, the speed ratio Rv means the value (Mv1/Mv2) obtained by dividing the moving speed Mv1 of the low-speed motor 28 by the moving speed Mv2 of the high-speed motor 28.

Pages 30 and 31, paragraph bridging same:

In the remote operational toy system SY1 of this embodiment, the speed difference is produced between the two motors 28 and 28, hence to turn the model car 20. When the speed ratio of the motors 28 and 28 is smaller, the model car 20

becomes easier to turn, and when the speed difference is larger, the model car 20 becomes more difficult to turn. Therefore, even if the operation amount [[ƒÆ]] θ of the steering device 54 from the neutral position is changed, as far as the speed ratio Rv of the motors 28 can be kept in about a state of straight ahead (=1), the under-steer quality such that a car would not turn even if operating the steering device 54 can be realized. On the contrary, when the ratio of a change amount of the speed ratio Rv of the motors 28 to the operation amount [[ƒÆ]] θ of the steering device 54 from the neutral position is set large, the over-steer quality so that the car turns too much for the operation of the steering device 54 can be realized.

Page 31, first full paragraph:

Then, the difference [[ƒ¢]] Δ SUS obtained by subtracting the set value of the "SUS R" defining the hardness of the rear suspension from the set value of the "SUS F" defining the hardness of the front suspension is regarded as a parameter for deciding the turning ability, and correspondingly to the difference [[ƒ¢]] Δ SUS, the correspondence between the operation amount [[ƒÆ]] θ of the steering device 54 and the speed ratio Rv of the motors 28 and 28 is changed.

Page 32, first full paragraph:

As illustrated in FIG. 12A, a line graph showing the relationship between the car speed V and the limit speed ratio Rvlim of the motor 28 is set for every [[ƒ¢]] $\underline{\Delta}$ SUS. The maximum speed Vmax in FIG. 12A is the car speed when the operation amount of the throttle lever 55 is the maximum value [[ƒ]] $\underline{\phi}$ max and varies depending on the set value of the "TURBO" as mentioned above (refer to FIG. 11A). Namely, the horizontal axis of FIG. 12A can be replaced by the operation amount [[ƒ]] $\underline{\phi}$ of the throttle lever 55.

Pages 32 and 33, paragraph bridging same:

The limit speed ratio Rvlim of the motor 28 is the speed ratio occurring when the operating angle [[ƒÆ]]$\underline{\theta}$ of the steering device 54 is the maximum value [[ƒÆ]] $\underline{\theta}$ max. Though the limit speed ratio Rvlim is more increased toward 1 according as the vertical axis of FIG. 12A goes up and up, that the limit speed ratio Rvlim approaches 1 means that the difference in the rotation speed between the right and left motors 28 and 28 becomes relatively small. Accordingly, FIG. 12A shows that the model car 20 becomes more difficult to turn by the operation of the steering device 54 in the upper portion of the line graph. According to the setting example of FIG. 12A, since the limit speed ratio Rvlim more approaches 1 according as the speed of the car V is higher, a rapid change in the movement of the model car 20 at high speed driving can be prevented. When the [[ƒ¢]] $\underline{\Delta}$ SUS

is a positive value, a line graph is biased to the upper portion according as the [[ƒ¢]] Δ SUS becomes larger, thereby reproducing the under-steer quality such that the model car 20 becomes difficult to turn. On the contrary, when [[ƒ¢]] Δ SUS is a negative value, a line graph is biased to the lower portion according as the [[ƒ¢]] Δ SUS becomes smaller, thereby reproducing the over-steer quality such that the model car 20 becomes easy to turn.

Page 33, first full paragraph:

As illustrated in FIG. 12B, the correspondence between the operating angle [[ƒÆ]]θ of the steering device 54 and the speed ratio Rv of the motors is set for every [[ƒ¢]] Δ SUS. More specifically, assuming that the motor limit speed ratio Rvlim can be obtained according to the speed of the car V given by FIG. 12A when the steering device 54 is operated to the maximum operating angle [[ƒÆ]]θ max, the correspondence between the speed ratio Rv of the motors 28 and 28 and the operating angle [[ƒÆ]] θ of the steering device 54 up to the maximum operating angle [[ƒÆ]]θ max is set for every [[ƒ¢]] Δ SUS. Although the line graph of FIG. 12B is set for every [[ƒ¢]] Δ SUS in order to provide proper setting according to the steering quality, the line graph of FIG. 12B may be always constant regardless of [[ƒ¢]] Δ SUS. For example, the line graph of FIG. 12B may be always in direct proportion to [[ƒ¢]] Δ SUS.

Pages 33 and 34, paragraph bridging same:

Although the speed of the car has been considered in the above setting, only the setting of the relationship between the steering operating angle [[ƒÆ]] θ and the speed ratio Rv of the motors 28 for every difference [[ƒ¢]] Δ SUS in the suspension set values is enough in the toy system of the present invention, without considering the speed of the car. Namely, although in the example of FIG. 12B, the limit speed ratio Rvlim is drawn from the line graph of FIG. 12A according to the speed of the car V, the system may be set, without the setting of the limit speed ratio Rvlim by consideration of the speed of the car V, in such a way that the steering operating angle [[ƒÆ]]θ may directly correspond with the speed ratio Rv, as illustrated in FIG. 13, the line graph showing the correspondence between the steering operating angle [[ƒÆ]]θ and the speed ratio Rv can be brought near to 1 according as the suspension set value [[ƒ¢]] Δ SUS is larger in a positive direction, so to generate the under-steer quality, and that the line graph can be more lowered from 1 according as [[ƒ¢]] Δ SUS is larger in a negative direction, so to generate the over-steer quality. In any case of FIG. 12B and FIG. 13, the speed ratio Rv is gradually decreased according as the steering operating angle [[ƒÆ]]θ is more increased from 0.

Pages 34 and 35, paragraph bridging same:

The data of each line graph for specifying the correspondence between the respective operation amount [[*f*Æ]]$\underline{\theta}$ and [[*f*]]$\underline{\phi}$ of the steering device 54 and the throttle lever 55 and the motor control information as mentioned above is stored in the storage 10a of the transmission unit 2. When creating the motor control information of FIG. 4 for the model car 20, the control circuit 10 of the transmission unit 2 reads out the setting state stored in the storage 10a, detects the respective operation amount [[*f*Æ]]$\underline{\theta}$ and [[*f*]]$\underline{\phi}$ of the current steering device 54 and throttle lever 55, and specifies the rotation direction and the moving speed of the motors 28 and 28 corresponding to these detected values according to the data of each line graph, hence to create the motor control information.

Pages 40 and 41, paragraph bridging same:

More specifically, in the remote operational toy system SY1, as the parameter for controlling the operating characteristic of the model car 20, the setting for the turbo, the brake, and [[*f*¢]] $\underline{\Delta}$ SUS which is regarded as the difference of the hardness of the suspension is prepared, and the operating characteristic (control quality) of the model car 20 corresponding to these set values, namely, the correspondence between each operation of the steering device 54 and the throttle lever 55 of the transmission unit 2 and a change of rotation in

the motors 28 is predetermined for every combination of the set values by a provider of the toy system SY1, as illustrated in FIG. 11 and FIG. 12. The operating characteristic of the model car 20 varies depending on the combination of these set values. In some combination, everyone can operate the model car easily, and in other combination, the operating characteristic is so severe, although the potential is high, that a beginner cannot operate it well.